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MILITARY INSTALLATIONS DATA

TRANSCAUCASUS

MILITARY DISTRICT (C)

VOLUME 2, NO. 17

TBILISI

41° 42' N 44° 45' E

USSR

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Department of the Army
Office, Assistant Chief of Staff, Intelligence
Washington 25, D.C.

8 JULY 1957

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VOLUME 2, No. 17 TBILISI

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VOLUME 1, BELORUSSIAN MILITARY DISTRICT

No. 1 BORISOV

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VOLUME 2, TRANSCAUCASUS MILITARY DISTRICT

No. 1 NAKHICHEVAN'	No. 6 BATUMI	No. 12 STEPANAKERT
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TBILISI

SPECIFIC GUIDANCE

1. The categories of intelligence data which will be of value for all reports in this series are set forth in the General Guidance.

2. Following are specific items of information which are a priority requirement for the TBILISI study:

a. Recent information on Military Camp and Depot (Item 1, City Plan); and determination as to whether this installation is a permanent one.

b. Confirmation and exact location of the new "Stalin" Bridge in the northern part of the city.

c. Any additional information regarding the present production of military equipment in the various industrial installations.

d. It is reported that oil storage in TBILISI represents considerably more than is indicated in this study; confirmation of these reports, especially regarding underground storage would be extremely helpful.

e. More information is needed regarding industrial and residential construction on "Didube Field", (Item 20).

f. Confirmation and exact location of tunnels being constructed in the mountains immediately west of the city, and their specific use.

g. Exact identification of industrial complex, Items 9 and 53, on the City Plan.

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TBILISI

1. THE CITY OF TBILISI

a. Introduction:

TBILISI (41°42'N - 44°45'E), located in the north-central part of the Georgian SSR, is one of the ancient cities of the world. Believed to have been founded in the 4th century, feudalism, capitalism, and socialism have affected its history, and are reflected in its past and present architectural styles and urban development. Extending along both banks of the Kura River, TBILISI is considered one of the most beautiful and picturesque cities in the Soviet Union. It is almost crescent-shaped in a generally northwest-southeast direction, and stretches approximately ten miles in length and about three miles in width at its widest point. A conservative population estimate for TBILISI is 625,000 in 1957, but other recent unofficial estimates have put the city's population at from 800,000 to 1,000,000, figures which are probably greatly exaggerated. TBILISI is populated predominantly by Georgians who comprise about 70 per cent, while Armenians make up another 10 per cent; the remainder consists of Russians, Ukrainians, Jews, Abkhazians, Kurds, Greeks, Azerbaidjani, and Turks.

b. Historical Significance:

Like other ancient villages which have grown to urban size, TBILISI* was ideally situated to become a modern industrial metropolis. Its location at the intersection of the important trade

routes which followed the river valleys between the Black and Caspian Seas and the north-south routes connecting the North Caucasus with Georgia, Armenia, and Turkey explains its development into a modern transportation center.

TBILISI's history has been stormy. Before and after a century of independence as the capital of the Kingdom of Georgia in the 12th century, it was conquered and plundered by Iranians, Byzantines, Arabs, Khazaks, Mongols, Turks, and Persians. Georgia first came under the protection of the Russians in 1783, but in 1795 TBILISI was once more attacked and ravaged by Persians. "Liberation" by Russian troops in 1799 was followed by incorporation into Imperial Russia as capital of the Province of Georgia in 1801. It remained a typical eastern provincial center until 1921 when it became the capital of the Georgian SSR, after which its modern development took place. Considerable urban development, however, had already taken place prior to 1921.

Two recent transformations in the physical aspects of TBILISI are especially worth mentioning: Until 1942 an island was known to exist in the southern part of the city where the Kura formed another branch by

* Tiflis, the Russian name, was used until after the Revolution when the name was officially changed to TBILISI, a Georgian form of the name which means "warm."

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cutting sharply off its course into the right bank. Known as Medatovskiy Island, it was for years a common landmark in the city. Since 1942 this branch has been filled in, and what was once an island is now a part of the west bank of the city. The other change in the physical appearance of the city has been the creation of Tbilisi Sea. Located a few miles east of TBILISI, the sea was created by flooding depressions between Lakes Kukiyshoye, Ilguliani, and Avladarskoye. According to Soviet reports the creation of Tbilisi Sea will make fertile over 140 square miles of countryside east of the city, in addition to forming a major resort area.

c. Urban Characteristics:

TBILISI is situated in the narrow valley of the winding Kura River, among the low spurs of the Little Caucasus Mountains. The city's altitude ranges from 1,300 to 2,200 feet above sea level. In the outlying northeastern and southwestern highlands the terrain becomes increasingly steep, reaching altitudes of more than 4,000 feet.

The winding Kura cuts through the city, dividing it into two easily distinguishable parts. The river is spanned by approximately eight bridges, making either side of the city easily accessible to the other. The newest, most northern, and largest of these bridges is Stalin Bridge, completed in 1953 and approximately located on the City Plan (Item 19). Connecting the new industrial area of Didube on the east bank with the new section called Digomi on the west bank, Stalin Bridge now carries most

of the vehicular traffic in the northern part of the city. Other bridges shown on the City Plan include from north to south: an unnamed foot bridge; Chelyuskin Bridge which was formerly the largest in the city; Elkabadze; Karl Marx; Baratashvili; Metekhshiy; an unnamed vehicular bridge; and in the extreme southern part of the city, the Leninakan rail bridge. The Metekhshiy Bridge which appears as one of a pair, reportedly has been rebuilt and widened, while the other bridge appearing on 1942 aerial photographs immediately to the north, 300 Aragvintsev, has been torn down.

The greater part of TBILISI lies on the east bank, and it is in the northern and southern outskirts of this part that the largest and most important industries are to be found. The part of the city on the west bank is primarily administrative and residential. The central section, predominantly on the west bank, is old and is characterized by narrow, crooked, streets and oriental architecture, and is almost totally residential. Along with industrial expansion and development, a considerable amount of residential building including entirely new sections has been accomplished since World War II. Vake, the newly constructed area located in the northwestern part of the city, is now considered the foremost residential-educational section in TBILISI, but recently constructed apartment houses reportedly occupy Grna-Gele, the northeastern section as well. Further residential construction has been carried out in Didube in the northern part of the city, especially on what was once called

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Didube Field, an extensive area used during World War II for the storage of armored equipment. The most important industrial construction has taken place in the southeast, in the Navtlug section. An important public works project has been the construction of retaining walls (see figures 7 and 15 in Photographic Appendix) along both banks of the Kura River, begun immediately before the Second World War and continued at least to 1954. Residential buildings in TBILISI are constructed largely of brick, and are usually from two to four stories high; most government buildings, hotels, and office buildings are higher.

Because of the differences in elevation of the terrain, the influence of the river, and its heritage of crooked streets from an earlier village, the street pattern in TBILISI is generally irregular, although the impact of city planning is evident in the newer spacious squares and broad avenues. One such thoroughfare is Rustaveli Avenue along which buildings of the city administration and many of the cultural institutions are situated. Except for the old section of the city, most of the streets are paved and in good condition.

As a center of culture, TBILISI ranks first in the Transcaucasus. Along Lenin Street in the northwest the Academy of Sciences of the Georgian SSR, which serves as the scientific center for the entire Republic, has been established. The city has approximately 20 higher educational institutions from which scientific workers, engineers, teachers, doctors, and specialists in viticulture, sericulture and

subtropical agriculture are graduated. Schools for political and military personnel are also located in the city, as are a conservatory, a theatrical institute, an academy of arts, and a motion picture industry.

TBILISI is also a resort and tourist attraction, and for centuries its hot sulphur springs in the old section have made the city a spa. The carefully restored or preserved historical monuments serve as orientation points, including the fifth century Sioni Cathedral, the former Georgian royal citadel--Mtskheta Castle, the seventh century Anchiskhat Church, the ruins of an old Iranian fort, and the ancient temple of the fire worshipers. More recent orientation points include David's Church (see figure 3, Photographic Appendix), the funicular railroad and restaurant at the summit of Mt. David just west of the city, Stalin Park (see figure 6, Photographic Appendix), located behind the restaurant; and the botanical gardens, located on the lower slopes of Mt. David.

For administrative purposes, TBILISI is divided into a number of districts. In 1952 such local districts numbered approximately seven, but owing to the growth and expansion of the city five more districts were to have been added. Presumably the newly developed suburban areas were to have been given a certain degree of local autonomy within the city's administrative apparatus. The seven known city districts are Gareubanskiy, Kirov, Lenin, Molotov, Ordzhonikidze, Stalin, and The 26 Kommissars. Some of the suburban areas which may now have district autonomy include Vake, Saburtalo, Grma-Gele, and Navtlug.

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2. TRANSPORTATION**a. Internal:**

TBILISI is adequately served by a transit system consisting of trolley buses, motorbuses, and streetcars. Great efforts have been made by the city authorities to give the population of the newly created residential areas efficient local transportation; these have led to the widening of streets, the laying of new streetcar tracks, and on some of the main thoroughfares, the replacement of streetcars by trolley buses. Although the Kura River was once considered unnavigable in the city area, in the past few years a considerable amount of passenger and freight traffic serving a limited portion of the city has been observed.

b. External:

TBILISI has long been a transportation junction. As an important point on the caravan routes in ancient times, it linked the East with Western Europe. In the early 1880's the Transcaucasian Railroad was laid through the city and this important line links the Caspian seaport of BAKU (40°25'N-49°50'E) with BATUMI (41°38'N-41°38'E) and other Black Sea ports. This railroad is double tracked from BAKU to TBILISI and probably largely single tracked to the west; the entire line is reportedly electrified. Another line branches from TBILISI to LENINAKAN (40°48'N-43°50'E) in the south; this line is considered of special strategic importance since it continues beyond LENINAKAN into Turkey, while a branch of it parallels the Turkish and Iranian borders on the Russian side. Still another line branches out from TBILISI in a southeasterly direction

toward TELAVI (41°55'N-45°31'E), but it is of local importance only. As the heart of the Transcaucasian transportation network, TBILISI is adequately equipped with locomotive and car repair facilities. There are at least three railroad yards in the city, each engaged in some type of maintenance work. In addition to the huge Stalin Locomotive and Repair works (City Plan, Item 26) there are at least two other yards in the city.

TBILISI lies at the southern extremity of the Georgian Military Highway, which links it through the Daryal Gorge with ORDZHONIKIDZE (43°00'N-44°40'E), and the North Caucasus. It begins at Lenin Street at the Square of Heroes of the Soviet Union in TBILISI (see figure 14, Photographic Appendix), and ends at what was formerly Stalin Street in ORDZHONIKIDZE, the only improved road across the central Caucasus Mountains. TBILISI is further served by an adequate network of improved roads radiating east to BAKU, south to YEREVAN (40°11'N-44°30'E), LENINAKAN and the Turkish border, and west to KUTAIISI (42°15'N-42°40'E) and various Black Sea ports.

TBILISI is one of the main telecommunications centers in the USSR, and probably the most important in the Caucasus. The city has direct telephone and telegraph circuits with ORDZHONIKIDZE, BAKU, YEREVAN, LENINAKAN, and KUTAIISI, and international landline telegraph service with cities in Iran.

3. INDUSTRY

TBILISI is one of the major industrial cities in the

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Transcaucasus, and most of its industrial output is for use within this region. Industry and manufacturing of major consequence came to TBILISI with the building of the large hydroelectric power station at Zemo-Avchaly. Commonly known as Zages, it is situated approximately 15 miles north of the city near Mtskheta, the ancient capital of Georgia, at the confluence of the Kura and Aragva Rivers. Built in 1927, it was the first big hydroelectric power station in the Transcaucasus and now has an estimated capacity of about 40,000 kilowatts. Another source of power is a small plant located in the southern part of the city with an estimated capacity of about 12,000 kilowatts and at least three other power plants are planned for the city or are presently under construction. In the past, new residential and industrial areas have suffered from a lack of electric power and this was reportedly due to poor distribution methods, some of which still prevail, rather than to a shortage of the power itself.

The most important industries located in TBILISI are machine tool and machine building, metal fabrication, textile and apparel, and agricultural products processing. The largest single plant is the Airframe Plant 31, (City Plan, Item 158) situated along the Kura in the southeastern part of the city. Others include: (1) the Stalin Locomotive and Car Repair Plant, reportedly the most important Soviet railroad equipment repair plant in the Transcaucasus; (2) the Kirov Machine Tool Plant, the largest such plant in the Georgian SSR,

producing various types of lathes; (3) the Tsentrolit Steel and Machine Plant which is located near Zemo-Avchaly, which produces several thousand tons of steel castings per year in addition to machine tools and parts; (4) the October Revolution Copper Rolling Mill, believed to be the only copper rolling mill in the Transcaucasus; (5) the Stanok Machine Tool Plant which produces threading machines; (6) the Kalinin Machinery Plant, believed to produce electrical equipment; (7) the 26 Kommissars Machine Plant which produces textile and food processing machinery; (8) the Ordzhonikidze Ordnance and Machine Plant, now manufacturing food-processing and agricultural machinery; and (9) the Georgian Woolen Mill, probably the largest in the Transcaucasus. The above industrial installations present the larger factories in TBILISI, and can be identified by name. Practically all of them were converted to war production during World War II. Except for the Tsentrolit Steel Plant, all are itemized on the City Plan. Following are various other types of large and small industries in the city, most of which appear on the City Plan: at least five additional textile mills, asphalt and concrete plants, brick plants, ceramics plants, small tool and instrument plants, vehicle maintenance shops, breweries, chemical plants, tobacco plants, bakeries, pharmaceutical plants, paper mills, glass works, sawmills, printing plants, gypsum works, tea curing plants, canning plants, a large silk mill, a leather goods plant, a margarine plant, a flour combine, a large footwear plant, a sugar factory, a tanning plant, a soap factory, a musical instrument factory,

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a radio factory, a plywood factory, a furniture factory, a film manufacturing plant, a cellulose plant, and numerous small food processing plants.

Agricultural factors led to TBILISI's early development in the Transcaucasus as a center of industry. A mild climate, and the city's location in the heart of the richest agricultural area in the Transcaucasus explains the development of cotton, wool, and silk textile enterprises, plants processing or packing tea, tobacco, citrus fruits, tung oil, figs, dates, and garden truck, and a wine industry. Many of TBILISI's agricultural products including wines are exported to other parts of the Soviet Union, while the city's flour mills supply two-thirds of the needs of the Georgian population. The city imports such items as electrical equipment, large agricultural machinery, and aluminum mostly from European Russia.

4. MILITARY APPRAISAL

TBILISI occupies a high place in Soviet military planning, comparable to that of other major strategic border centers. As headquarters for all Transcaucasian forces as well as of this military district, it is the focal point for the maintenance of the security of Georgia, Armenia, and Azerbaydzhan.

a. Order of Battle:

TBILISI is headquarters for the Transcaucasus Military District; the following Order of Battle holdings are located in the city:

Seventh Guards Army, and Subordinates,
1st Guards Mechanized Division, and Subordinates:
1st Guards Mechanized Regiment
2nd Guards Mechanized Regiment
3rd Guards Mechanized Regiment
9th Guards Tank Regiment
267th Mortar Regiment
1699th AAA Regiment
407th Guards Rocket Battalion
84th Guards Motorcycle Battalion
54th Guards Sapper Battalion
75th Guards Signal Battalion
48th Medical Battalion
40th Field Motor Transport Repair Base
Independent units in the city are:
8th MVD Regiment
231st Convoy Regiment
31st Border Detachment

b. Military Installations:

TBILISI is a garrison city, and probably the most important city in the Transcaucasus in this respect. Its military importance is best measured by the forces and installations included in, or very near the city. The approaches to the city are well guarded by various types

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of defense works, including anti-tank ditches, AAA gun positions, and trenches. Most of them are situated in the northern, southern and eastern outskirts; the western outskirts seem less well defended, probably because the approaches to the city on this side are protected by high mountains. Although such installations are reportedly quite numerous, some of them are doubtless associated with military training.

The TBILISI city area contains numerous military personnel, some of whom are troops permanently stationed in the city, some are present for training purposes only, and some are replacements for the border guards along the Iranian and Turkish borders. In addition to these, MVD troops are situated throughout the city and its environs. Supreme headquarters for the Transcaucasian forces is located on Lenin Square in TBILISI (see figure 9, Photographic Appendix), and military activity in that area is especially apparent.

c. Logistical Appraisal:

TBILISI's present storage facilities and supply areas are quite plentiful, and its future potential as a major supply and storage base appears unlimited. In addition to large military areas and billeting facilities typical of a garrison city, it has hotels, government buildings, theaters, cultural institutions, and numerous other public buildings which could be used for storage or billeting purposes. Large closed storage installations are concentrated in the northern and southeastern sections of the city on the east bank

of the Kura River. There are several petroleum storage areas, cold storage warehouses, and unlimited open areas such as parks and sports fields. Tunnel construction has reportedly been carried out in the mountains to the west, possibly also for storage purposes. The city has at least two large munitions depots (City Plan, Items 50 and 116 see figure 12, Photographic Appendix), plus munitions storage areas in most of its military installations. Adding to TBILISI's strategic importance is the fact that it is a transportation hub. The city's ground transportation and communications extend in all directions; and it is surrounded by ten airfields within a radius of approximately 25 miles.

5. SOURCES

As usual in studies in this series, the largest single category of intelligence documents employed were those based upon interrogations of former prisoners of war. These number several hundred, and are important in that they give a considerable amount of general information about the city and its surroundings. Owing to their apparent lack of reliability, no installation was pin-pointed exclusively on the basis of such reports unless considerable corroborative evidence was present.

A fair amount of German aerial photography taken in 1942 exists and this material has been used extensively in the study. The best of this made possible the determination of street patterns, and to some extent, building shapes as well as the identification of installation areas and certain terrain features. Used in conjunction with the German

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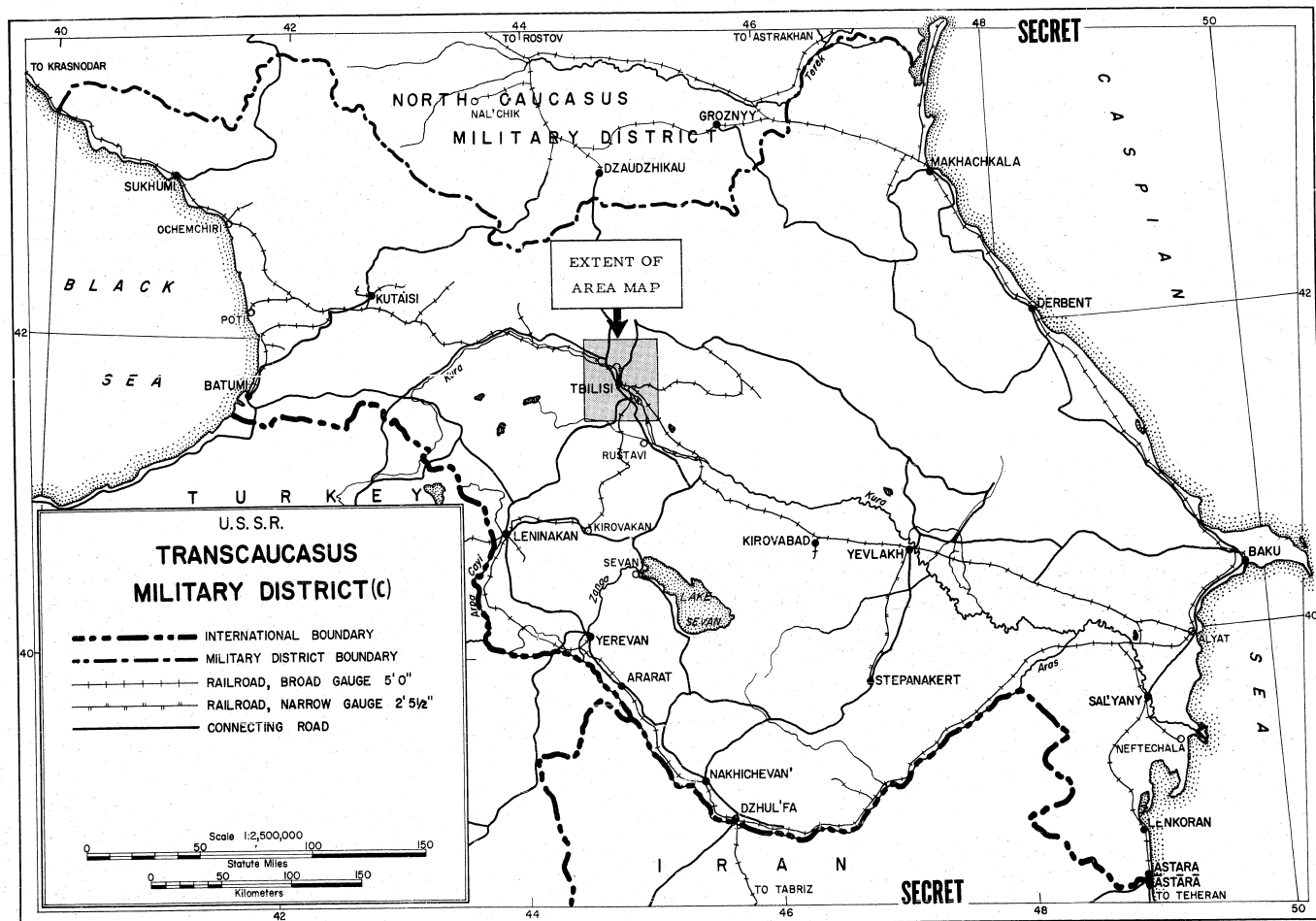
photography were USAF Target Complex Mosaics which were especially helpful in pin-pointing some of the installations.

Considerable important data along with ground photography were supplied by U.S. officials visiting in the city. The value of studies in this series would suffer without these reports of known reliability.

Russian and German city plans of TBILISI have also been useful

in some respects, but these were old and incomplete. Also incomplete were more recent U.S. city plans which are for the most part based on older German plans. An unpublished AFPE/8A study of the central part of the city was employed and standard United States Army maps have been of great value as have Russian and German maps. Other data used were a variety of documents from different agencies, and items from the Russian press and other open sources.

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U.S.S.R. TBILISI (C) AREA MAP 41° 42' N 44° 45' E

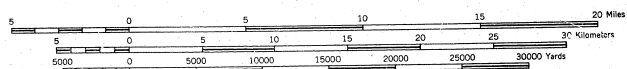
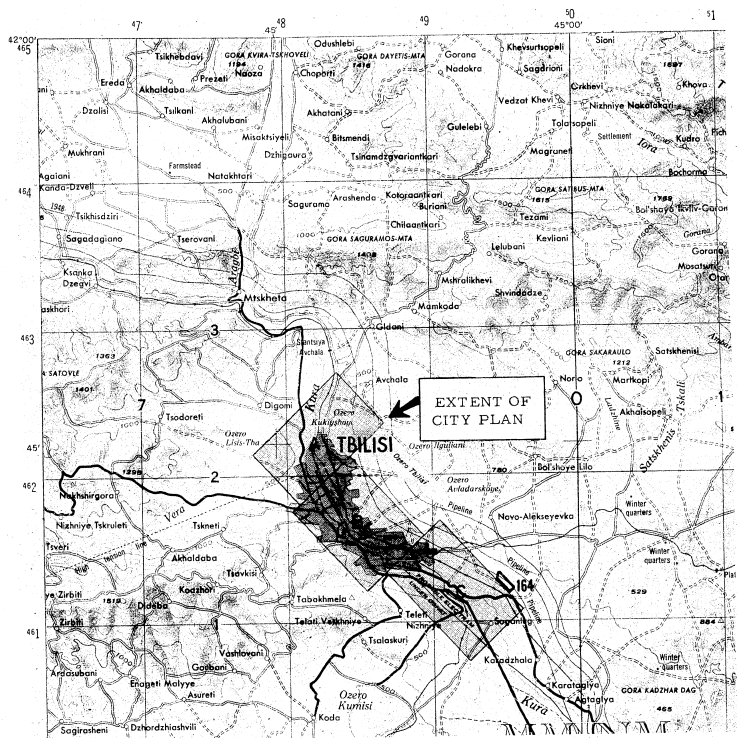


MILITARY INSTALLATIONS

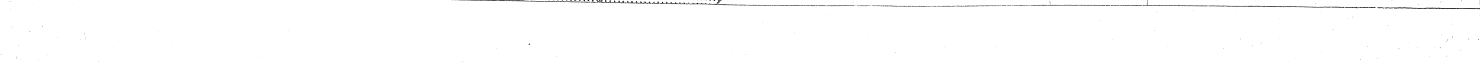
LEGEND	
POPULATED PLACES	<ul style="list-style-type: none"> 100,000 or over 50,000 to 100,000 10,000 to 50,000 2,000 to 10,000 Less than 2,000
RAILROADS	<ul style="list-style-type: none"> Single track Multiple track
Signage	<ul style="list-style-type: none"> 4 5/8" gauge Narrow gauge Wells, Spring Landmark building or feature
BOUNDARIES	<ul style="list-style-type: none"> International USSR republic ASSR and oblast Horizontal control point Spot elevation in meters
Other	<ul style="list-style-type: none"> Hard surface, all weather road, more than two lanes wide Hard surface, all weather road, two lanes wide Hard surface, all weather road, less than two lanes wide Loose surface, improved road Dirt road Track, Trail Indefinite shoreline Solonchak area Snowfield (a) Glacier (b) Glacial moraine (c) Woods, brushwood

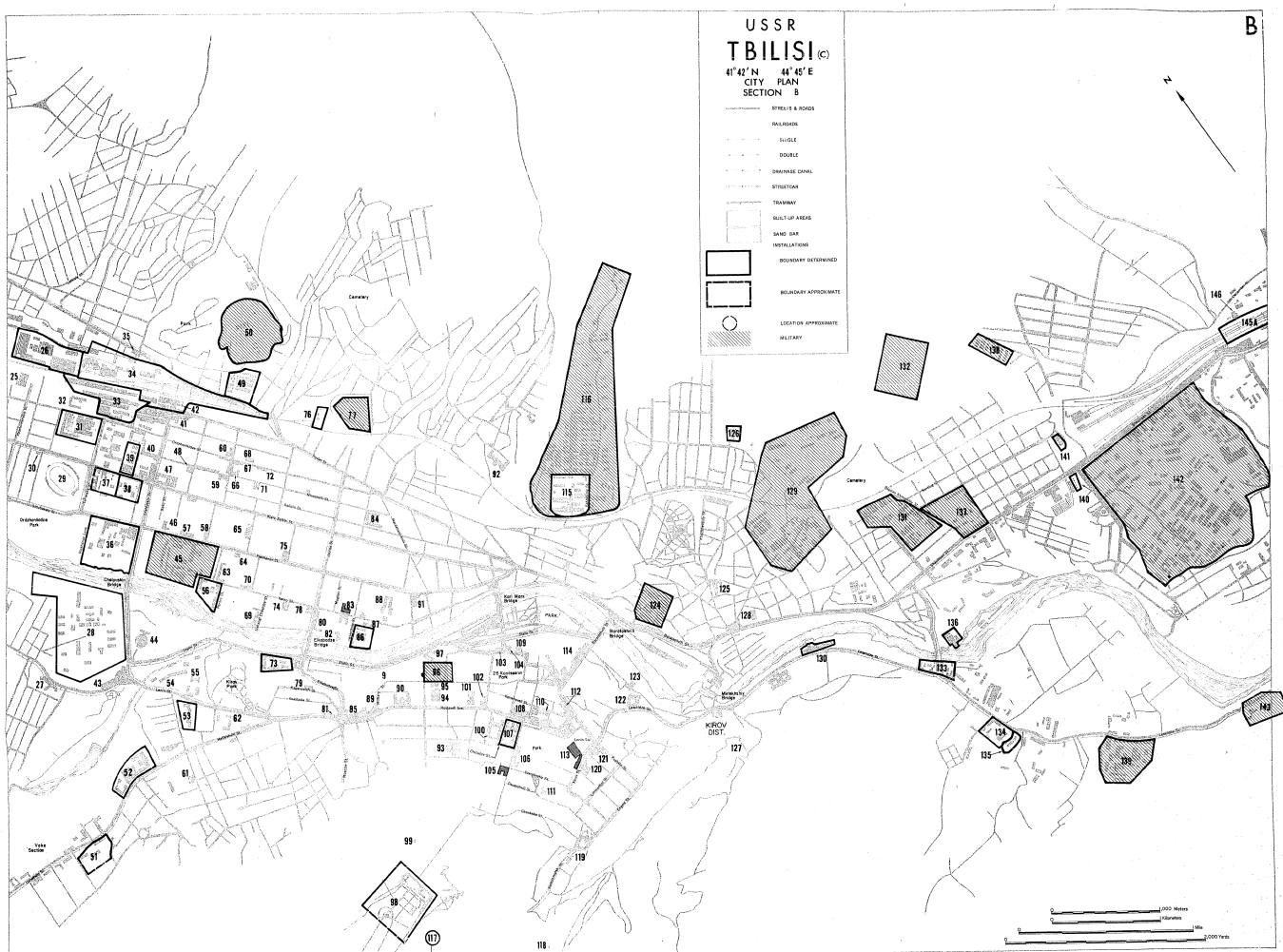
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Shusha
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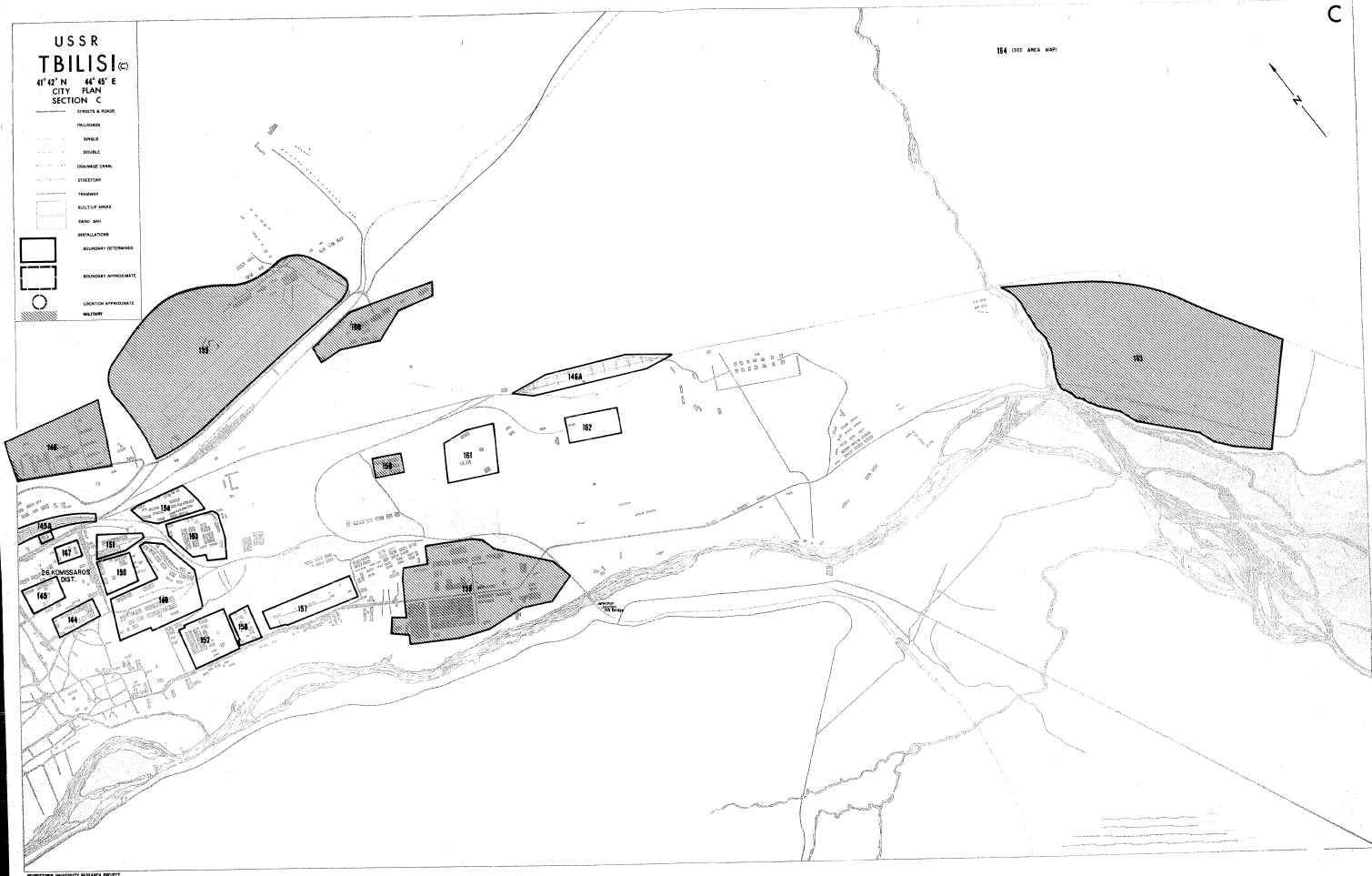
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The numbers on these pages correspond to those found on the accompanying City Plan; they represent Military Installations and other points of interest located in TBILISI.

1. MILITARY CAMP and DEPOT. This installation is located about six miles NE of the main railway station. It is probably the largest military camp in the TBILISI area. In addition to approximately a thousand tents of various sizes constructed on the site, there are a few permanent structures. The camp area is practically ringed with evidence of trench systems and gun emplacements, and extensive motorized activity has been reported. This may be a permanent training camp for motorized elements assigned to the Transcaucasus Military District.
2. UNDERGROUND OIL STORAGE. Reportedly three underground oil storage tanks are contained in a rectangular area into which a pipeline enters from the north.
3. BRICK PLANT. Situated on both sides of the highway, it is reportedly the largest such plant in TBILISI.
4. ASPHALT and CONCRETE PLANT. Consisting of two processing buildings and several auxiliary buildings, it is served by rail.
5. (0325-0176) KIROV MACHINE TOOL PLANT. Reported to be the largest machine tool plant in the Georgian SSR, it has three major workshops and numerous auxiliary buildings, and is rail served. The plant area is believed to have expanded to the north in the last few years.
6. TEXTILE PLANT. Area contains one large factory building and numerous smaller buildings.
7. WOOLEN MILL. One of the largest woolen mills in the Transcaucasus. It is reportedly rail served.
8. (0325-0199) STANOK MACHINE TOOL PLANT. This factory consists of approximately 20 buildings, and reportedly produces threading machines, a rail siding serves the plant area.
9. UNIDENTIFIED PLANT. This large area has two major buildings and several smaller buildings, it is rail served, but its exact function is unknown.
10. TEXTILE PLANT. One multistory building and several auxiliary buildings.
11. GRAIN WAREHOUSES. Six large buildings, and numerous smaller buildings for storage of other foodstuffs, served by rail.
12. TEXTILE PLANT. Reportedly engaged primarily in knit goods production and cotton spinning.
13. CERAMICS PLANT.
14. WAREHOUSES. Believed to be used for grain storage.
15. TRANSSHIPMENT DEPOT. A large area with numerous warehouses, it also includes open areas for the storage of coal and construction materials. Numerous stone ramps are located along rail lines which enter the area.
16. STORAGE AREA. This is a large area containing approximately 60 buildings of various sizes, served by rail. Its military function is unknown.
17. TOOL PLANT. One multistory building and two smaller buildings.
18. VEHICLE REPAIR SHOP.
19. STALIN BRIDGE. This is the approximate location of the newest (1953) and largest bridge in TBILISI.
20. NEW INDUSTRIAL and RESIDENTIAL AREA. Formerly a huge sports stadium (Didube Field) converted to a military storage area during World War II, and now one of TBILISI's newest industrial and residential sections.
21. ACADEMY OF SCIENCES. Built to serve all of Georgia, it probably extends to the banks of the Kura River.
22. ANNEX to KIROV STATE POLYTECHNICAL INSTITUTE. A complex of several multistory buildings which is reportedly of new construction and an annex to the old institute (Item 80).
23. BREWERY.

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24. SCHOOL.
25. COLD STORAGE WAREHOUSES. A rail served area with two multistory refrigeration buildings.
26. (0325-0209) STALIN LOCOMOTIVE and CAR REPAIR PLANT. This is one of the most important industrial complexes in TBILISI and the center point of the Transcaucasian transportation network. The area includes storage buildings, forge and machine shops, assembly buildings, storage tanks, workshops, boiler plants and paint shops. It has facilities for repairing steam and electric locomotives, passenger and freight cars.
27. LENIN RAILROAD GRADUATE SCHOOL. This is a new multistory building.
28. MILITARY AREA. Believed to be an armored unit reservation, including barracks, munitions storage, and vehicle repair shops.
29. DYNAMO STADIUM. With a reported capacity of 40,000 it is the largest stadium in the city and an excellent orientation point.
30. CHEMICAL PLANT.
31. STREETCAR DEPOT and REPAIR PLANT.
32. HOSPITAL.
33. TRANSSHIPMENT DEPOT. Includes approximately 12 large storage buildings and several smaller buildings, all of which are connected to the main station.
34. MAIN RAILWAY, YARDS and SHOPS. The main station has approximately 20 tracks, some of which are electrified, a passenger station, and a roundhouse with a capacity of 21 locomotives.
35. SCHOOL.
36. FILM STUDIO.
37. (0325-0124) OCTOBER REVOLUTION COPPER ROLLING MILL. Reportedly the only copper mill in the Transcaucasus, it produces copper plates, tubing, sheets, and other copper products. The area adjoining this plant immediately to the west is probably a part of it.
38. (0325-0175) KALININ MACHINE PLANT. Produces motors, small lathes, clay presses, and other machinery. Also reportedly produces anti-aircraft and heavy machine gun ammunition.
39. MARKET PLACE and FOOD WAREHOUSES.
40. ROSA LUXEMBURG TOBACCO PLANT.
41. KOLKHIDA HOTEL.
42. MAIN PASSENGER STATION. A large three story building which reportedly has been remodeled since 1945, it is now a very modern building which contains stores and shops.
43. APARTMENT HOUSE. This impressive 11 story building situated on the "Square of Heroes of the Soviet Union", was for a long time the tallest structure in TBILISI.
44. CIRCUS BUILDING.
45. 26 KOMMISSARS ARTILLERY SCHOOL. A permanent officers training school housed in a complex of about 30 buildings, several of which are multi-story. The enrollment has been reported as approximately 300.
46. SCHOOL.
47. TOBACCO PLANT.
48. SCHOOL.
49. (0325-0082) 26 KOMMISSARS MACHINE PLANT. Consists of main plant, eight warehouse buildings, and several other buildings. This plant produced munitions during World War II, including artillery shells, bombs, and hand grenades, but now turns out food machinery, small turbines and machine tools.
50. MUNITIONS DEPOT. Situated on a hill overlooking the city, this depot has numerous revetments and blast walls running along its perimeter. Believed to extend a considerable distance underground, its storage capacity is unknown.
51. BRICK PLANT.
52. STALIN STATE UNIVERSITY. Consists of three multistory, multiwing

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buildings and several smaller buildings. This is one of the most important educational institutions in the Transcaucasus. It is coeducational, and has a reported student enrollment of more than 6,000.

53. UNIDENTIFIED PLANT. Includes approximately 30 buildings occupying a city block.
54. SILK MILL. One multistory building and several smaller buildings, including a probable power plant.
55. TBILISI TEA PLANT.
56. PHARMACEUTICAL PLANT.
57. CLINIC.
58. THEATER.
59. CLINIC.
60. BAKERY.
61. SCHOOL.
62. CHILDREN'S HOSPITAL.
63. HOSPITAL.
64. SCHOOL.
65. ARMENIAN SCHOOL.
66. SCHOOL.
67. PRINTING PLANT.
68. SCHOOL.
69. KIROV STATE POLYTECHNICAL INSTITUTE. Considered one of the most important institutions in the Transcaucasus, it is reportedly charged with most of the industrial research in the area. Although student capacity is unknown, an extension was added on the west bank of the Kura River (Item 22).

70. HEADQUARTERS OF THE GEORGIAN RED CROSS.
71. SCHOOL.
72. SCHOOL.
73. VEHICLE REPAIR PLANT.
74. HOSPITAL.
75. HOTEL EUROPE.
76. OIL STORAGE AREA. Facilities comprise three large tanks and about nine small ones. Approximately four buildings are located in the area, it is served by rail.
77. BARRACKS AREA. Consists of one large two-story building, and several smaller buildings. A small training area is located in the immediate vicinity.
78. THEATER.
79. WATER ADMINISTRATION BUILDING.
80. LIBRARY. A very large building running along an entire block, it has also been reported to contain a large bookstore.
81. RADIO STATION.
82. HOSPITAL.
83. NAKHIMOV NAVAL SCHOOL. An old, three-story, red brick building and a few small buildings make up this school which is reported to have a limited number of students, and presumably giving preliminary courses for boys ranging in age from 13 to 18 years.
84. SCHOOL.
85. ARCHIVES BUILDING OF THE GEORGIAN SSR.
86. POWER and HEAT PLANT. The area includes a boilerhouse, a generator hall, and storage facilities. In addition to other functions this plant reportedly supplies power for streetcars and trolley buses.

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87. CHEMICAL PRODUCTS PLANT. No other information is available.
88. HOSPITAL. One of the largest civilian hospitals in the city.
89. CENTRAL TELEGRAPH OFFICE.
90. REPUBLIC BRANCH OF THE MARY-ENGELS-LENIN INSTITUTE. This institute for the study of party doctrines includes an archives which houses documents related to the revolutionary movement and other historical communist literature.
91. POST OFFICE BUILDING.
92. TECHNICAL SCHOOL.
93. CITY COURTHOUSE. A large multistory, multiwing building.
94. PALIASHVILI OPERA and BALLET THEATER.
95. POLICE STATION.
96. WAR COLLEGE. Several connected multistory buildings occupying a city block, about which no further information is available.
97. MEDICAL SCHOOL.
98. STALIN PARK and RESTAURANT. This is an excellent location for viewing the city. Situated on Mt. David, it is reached by the funicular railroad, or by foot along a winding path.
99. MT. DAVID'S CHURCH. An excellent landmark and tourist attraction located halfway up Mt. David. Stalin's mother is reportedly buried here.
100. SCHOOL.
101. RUSTAVELI THEATER.
102. HOTEL TBILISI.
103. HOTEL.
104. HOTEL.
105. MVD BARRACKS. No further information is available.
106. CENTRAL COMMITTEE OF THE GEORGIAN COMMUNIST PARTY. A multiwing building taking up one-half block, it is primarily an office building.
107. GOVERNMENT HOUSE. An impressive building with two wings and approximately nine stories. Completed in 1953, this building houses the Council of Ministers of the Georgian SSR in the south wing, and the Supreme Soviet of the Republic in the north wing. The center of the building is an assembly hall which seats approximately 700 persons.
108. ORIENT HOTEL. Located in the heart of the administrative section of TBILISI, the Orient is an Intourist hotel where most western visitors to the city are billeted.
109. MUSEUM OF THE REVOLUTION.
110. PUBLIC LIBRARY.
111. FIRE DEPARTMENT HEADQUARTERS.
112. PALACE HOTEL.
113. MILITARY DISTRICT HEADQUARTERS. This building extends along the west and south sides of Lenin Square. It is about three stories high, and predominantly an office building.
114. ADMINISTRATION OF POWER and FUEL INDUSTRIES. One of the newer and larger buildings in the city.
115. (0325-0084) ORDZHONIKIDZE ORDNANCE and MACHINE PLANT. The area includes about five workshops and several auxiliary buildings. Now engaged in the manufacture of food processing and agricultural machinery, and the repair of ordnance equipment, locomotive parts, rifles, and machine guns. During World War II it reportedly produced only armaments.
116. (0325-0278) MUNITIONS STORAGE. One of the largest military reservations in TBILISI, it includes numerous buildings, some of which are barracks, warehouses, workshops, and revetted ammunition storage buildings.

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117. ANTI-AIRCRAFT POSITION. Reported to consist of six guns, this area can be observed from Stalin Park.
118. WEATHER STATION.
119. FOOD STORAGE WAREHOUSES.
120. MUNICIPAL BUILDINGS.
121. FORMER CITY HALL. Present use unknown.
122. WAREHOUSE.
123. POST OFFICE BUILDING.
124. BARRACKS AREA. This area covers an entire block, and consists of approximately 10 buildings two to four stories high.
125. TEXTILE PLANT.
126. BRICK PLANT.
127. OLD CASTLE and FORTRESS. Situated in the old section of the city, it is a tourist attraction and affords an excellent observation point for viewing the city.
128. ARMENIAN DRAMA THEATER.
129. BARRACKS AREA. This area contains numerous buildings and lies on both sides of the tracks; no further information is available.
130. PROBABLE TEXTILE PLANT.
131. MILITARY HOSPITAL and BARRACKS AREA. Approximately 20 buildings are located in this area, most of which are two stories high.
132. MILITARY CAMP and TRAINING AREA. The camp area contains approximately 200 small tents and about six permanent buildings. Sparsely covered with trees, it has extensive facilities for training.
133. LEATHER GOODS PLANT.
134. VEHICLE REPAIR PLANT. No information on its military use is available.
135. CERAMICS PLANT.
136. ORTACHALA HYDROELECTRIC POWER PLANT. It includes a generator building, and several auxiliary buildings.
137. MILITARY AREA. Contains an undetermined number of barracks, and a training area.
138. BARRACKS AREA. Approximately six barracks are contained within this area, no further data are available.
139. MVD PRISON. This prison has approximately five multistory buildings and about 11 others. Most of these buildings are surrounded by a wall, and the entire area is guarded by towers at various points. The number of persons detained here is unknown.
140. PETROLEUM STORAGE. This small area contains approximately 10 small storage tanks and several auxiliary buildings.
141. PETROLEUM STORAGE. Contains at least two large storage tanks, and is probably connected with area 140.
142. MILITARY AREA. This large, rail-served area is the most densely built-up military reservation in TBILISI. It contains numerous barracks, warehouses, and vehicle maintenance shops. A number of reports state that it is occupied by armored units.
143. UNDERGROUND STORAGE AREA. A few buildings are scattered over this area. The contents and military application are not known.
144. TOBACCO PLANT.
145. MARGARINE PLANT.
- 145A. NAVTUG STATION and YARDS. Primarily a freight station with approximately 10 tracks.
146. TRANSFORMER STATION.
- 146A. (0325-0014) LENINAKAN JUNCTION.
147. PORCELAIN PLANT.
148. BARRACKS and TRAINING AREA. Approximately 10 buildings occupy this area; at least two are large, multistory, multiwing structures.

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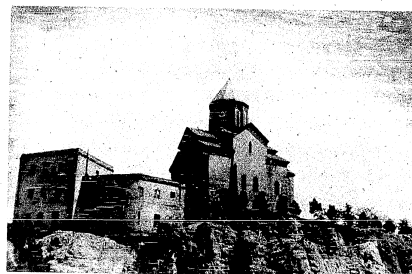
Its military subordination can not be determined.

149. TRANSSHIPMENT DEPOT. Probably the largest in TEHLISI, it includes cold storage, and other warehouses.
150. PHARMACEUTICAL PLANT.
151. FLOUR COMBINE.
152. SHOE and LEATHER PRODUCTS PLANT.
153. UNIDENTIFIED PLANT. This plant covers a large area, and may be the TEHLISI plywood plant reported in this vicinity
154. WAREHOUSES.
- 154a. TELAVI STATION and YARDS.
155. NAVTLUG AIRFIELD. Includes hangars in the southeast corner, refueling facilities, and numerous dispersal bays. A NW-SE concrete runway has been constructed on the field since World War II.
156. PAPER MILL.
157. RADIO STATION. This rectangular area includes two buildings, and at least three transmitting masts; it is probably the most powerful station in TEHLISI.
158. (0325-0031) AIRFRAME PLANT 31. Reportedly enlarged since World War II, this is the largest and probably the most important industrial installation in the city. Reports state that it accounts for more than 5 per cent of Russia's total airframe production. In addition to manufacturing airframes it also assembles aircraft which are presumably tested at Navtlug airfield.
159. TANK PARK. This is a large open area which includes approximately five warehouses. Reports state that construction of buildings for the storage and maintenance of armored vehicles is being done on this site.
160. STORAGE AREA. This is a large rectangular area possibly for military use only.
161. (0325-0276) TANK PARTS PLANT. Reportedly manufactures major tank parts and believed to have expanded greatly since World War II. The area includes approximately nine large workshops and several auxiliary buildings.
162. TRANSFORMER STATION.
163. SOGANLUG AIRFIELD. This is a roughly rectangular field lying between the Kura River and the TEHLISI-BAKU rail line. It has one wide concrete runway which has been constructed since 1945; at least one hangar, and numerous dispersal bays. Two firing ranges are also reported to be located at the southwest boundary of this field.
164. ORKHEVI AIRFIELD. This is a large irregularly shaped sod-covered field situated several miles east of Soganlug. It is both a military and civilian airfield, reportedly in excellent condition and well drained. This field does not have a concrete runway, but has numerous aircraft dispersal bays. Other facilities include several hangars, administration and control buildings, and numerous servicing and barracks buildings as well as underground fuel storage. It is rail served by a spur of the TEHLISI-TELAVI line. (See Area Map).
165. DIDUE STATION and YARDS. This northernmost station in the city reportedly handles passengers and freight, and is equipped with approximately 15 tracks.

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1. Ruined fortress located in southwest TBILISI (City Plan, Item 127). Situated on high terrain, it affords an excellent view of the industrial complex in the southeast. Date of photography: May, 1954, (CONFIDENTIAL).



2. Metekhskiy Church on the east bank of the Kura River near Metekhskiy Bridge. It is now reported to be a museum. Date of photography: May, 1954, (CONFIDENTIAL).



3. Looking west at the funicular railway and restaurant on Mt. David. At center left is David's Church where Stalin's mother is buried. A corner of the Government House is seen at the left. Date of photography: May, 1954, (CONFIDENTIAL).

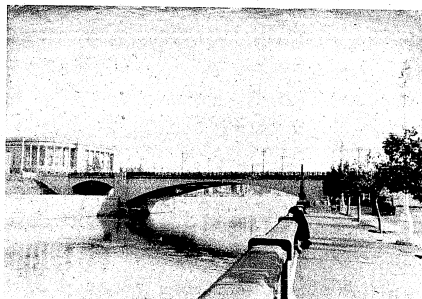


4. Marx-Engels-Lenin Institute (City Plan, Item 90) on Rustaveli Avenue, looking southeast. Date of photography: Unknown, (UNCLASSIFIED).

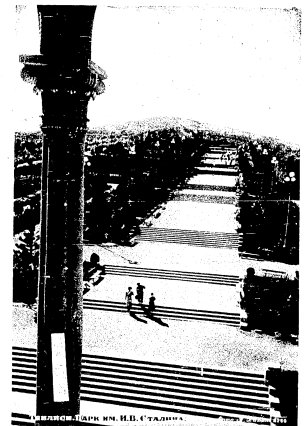
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5. Paliashvili Opera and Ballet Theater on Rustaveli Avenue (City Plan, Item 94). Date of photography: Unknown, (UNCLASSIFIED).



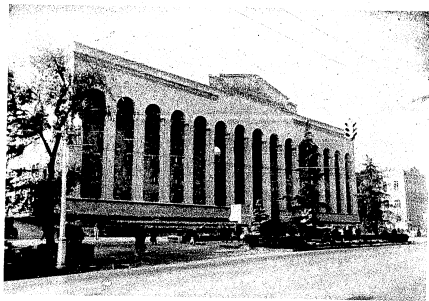
7. Elkabadze Bridge over the Kura River. Note the retaining walls along the banks, and the bookstore and library at the left; Stalin Street is at the extreme right. Date of Photography: Nov., 1955, (CONFIDENTIAL).



6. A view of Stalin Park located behind the funicular restaurant at the summit of Mt. David (City Plan, Item 98). Date of photography: Unknown, (UNCLASSIFIED).

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8. Government House of the Georgian SSR on Rustaveli Avenue, looking west. Date of photography: Nov., 1955, (CONFIDENTIAL).



9. Lenin Square in Tbilisi with the Transcaucasian Military District Headquarters at center left. Rustaveli Avenue is at center right. Date of photography: Nov., 1955, (CONFIDENTIAL).



10. Panorama of Rustaveli Avenue with the Orient Hotel at center (City Plan, Item 108). Looking east, this photograph was taken from the steps of the Government House. To the right of the hotel is a theater, and a church is at the left. Date of photography: Nov., 1955, (CONFIDENTIAL).



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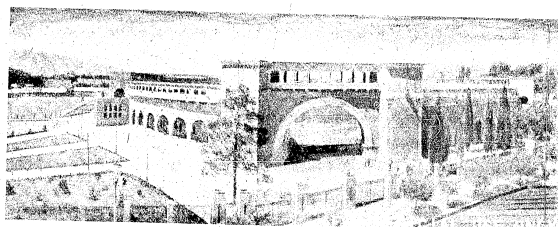
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11. A view of TBILISI taken from the area of Mt. David, looking generally northeast. At far upper left is the Georgian Military Highway, and immediately to the right of it are buildings of the Georgian Academy of Science. The large building at center left is an apartment building situated on the Square of Heroes of the Soviet Union. The building at the center is the TBILISI circus with the TBILISI tea factory slightly below. Immediately to the right of the circus building is Chelyuskin Bridge, and the large round area at upper right is Dynamo Stadium. Date of photography: Unknown, CIA 31503, (CONFIDENTIAL).

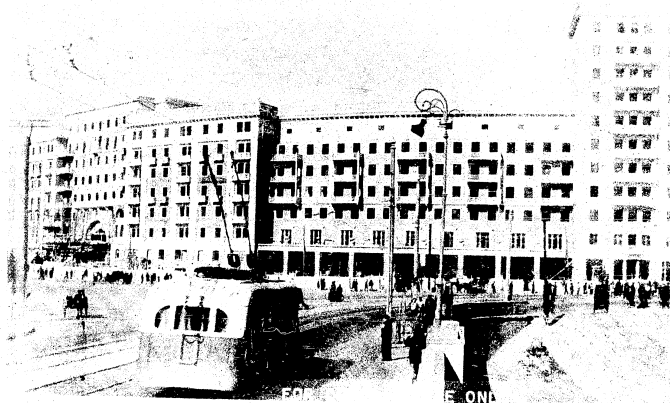
12. View of central TBILISI taken from the funicular restaurant, looking east. The following identified points are also shown on the City Plan: A. Karl Marx Bridge, B. Theater, C. Orient Hotel, D. Theater, E. Government House, F. Munitions Storage. Date of photography: Unknown, (FOR OFFICIAL USE ONLY).

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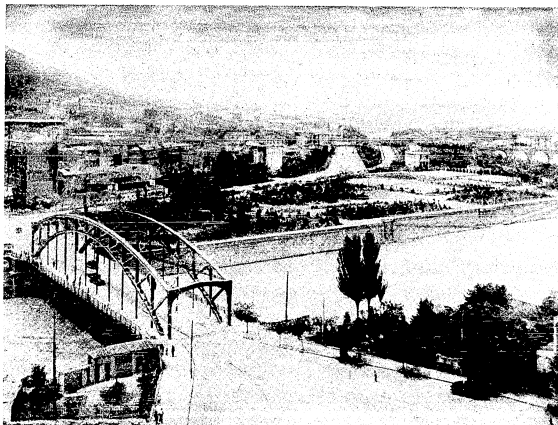
13. Entrance to Dynamo Stadium, looking northeast. Date of photography: 1941, (FOR OFFICIAL USE ONLY).



14. Large apartment house on the Square of Heroes of the Soviet Union. The beginning of the Georgian Military Highway can be seen at left; the trolley-bus is about to turn right into Lenin Street. Date of photography: March, 1939, (FOR OFFICIAL USE ONLY).

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15. A view of Baratashvili Bridge, looking generally northwest. Karl Marx Bridge is at the far right. Date of photography: 1951, (FOR OFFICIAL USE ONLY).

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